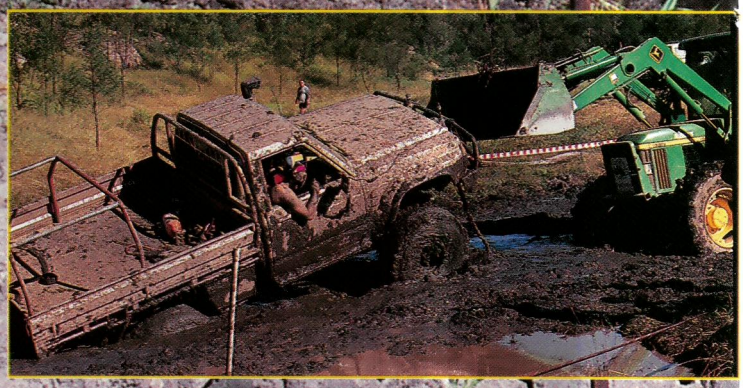
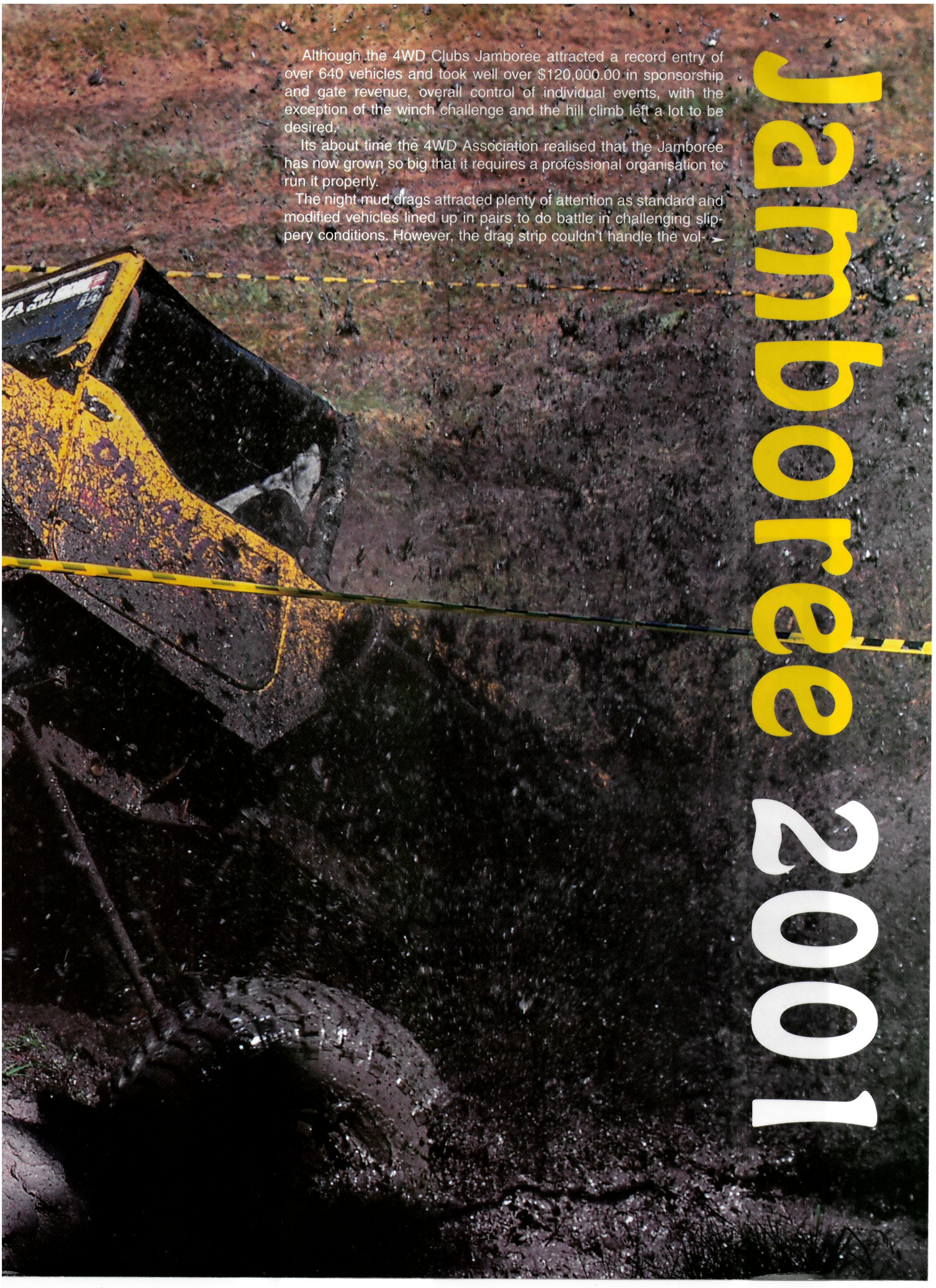
Plenty of action at the bog hole drew large spectator crowds, but the vehicle recovery crew failed to keep the momentum going. Plagued by a chronic lack of field experience, the crew took too long to clear bogged vehicles from the track, creating huge gaps between competing teams that eventually led to the unpopular decision to cancel the event and postpone the final results to next year's activities.

People waited for hours to see the big toys perform and weren't disappointed as 500 HP V8 powered 4WD contraptions produced a few moments of glory, excitement and laughs from a dwindling crowd.

By Ric Williams
Photography
Ric Williams &
WilleminaWilliams



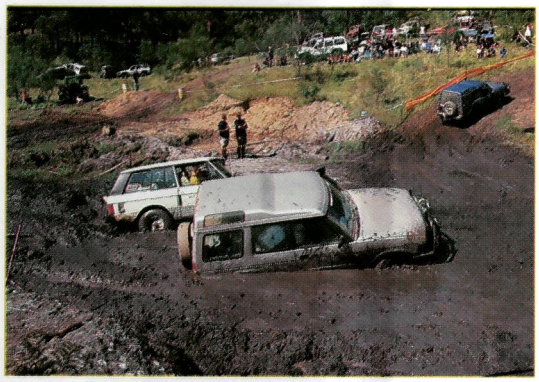


Jamboree 2001

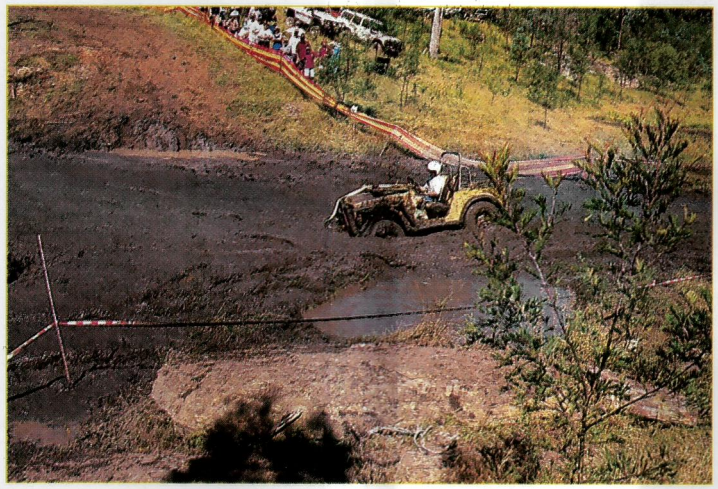
Although the 4WD Clubs Jamboree attracted a record entry of over 640 vehicles and took well over $120,000.00 in sponsorship and gate revenue, overall control of individual events, with the exception of the winch challenge and the hill climb left a lot to be desired.

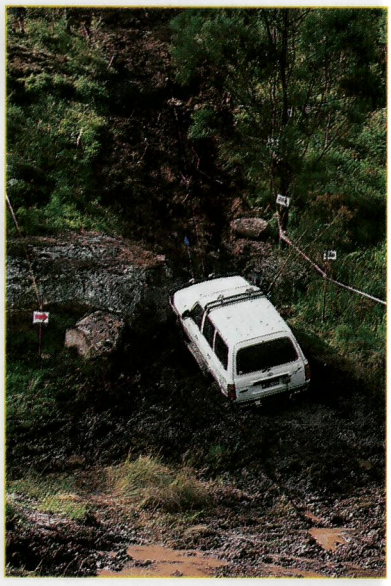
Its about time the 4WD Association realised that the Jamboree has now grown so big that it requires a professional organisation to run it properly.

The night mud drags attracted plenty of attention as standard and modified vehicles lined up in pairs to do battle in challenging slippery conditions. However, the drag strip couldn't handle the vol- ➤



Jamboree 2001





Both the winch and bog hole events produced fierce competition and great spectator entertainment. The traditional mud bath treatment didn't escape some of the more adventurous teams. The steep rock face became more challenging as the day went on, while the tank trap swallowed its share of charging iron. Winch cables were stretched to the limits as teams tackled the steep obstacles.

ume of competitors entered into the event forcing the organisers to cancel that event as well, right in the middle of sorting out the final runs of top guns competing for outright honours.

Out of three major competition events, only one was completed. To make mat-

ters worse, the popular AllTerrain competition track was deleted from activities at the last minute, because the club responsible for organising it demanded sponsorship signage from another commercial event they were setting up (with no value to the Jamboree) to be erected around the course.

One has to question why this has happened in 2001. Considering that there is plenty of club experience on tap from previous events, could it be that the 4WD Association is more interested in raising revenue at the expense of sponsors and members?

I might add that the popular bogg hole was sponsored by OOT and ARB, but there was no visible corporate signage erected around the course. Worse still, they didn't even get a mention over the PA system. Instead, the bloke doing his bit on the microphone was more interested in telling people to move vehicles away from the road with boring monotony.

Do we need a Nissan type trial 4WD Jamboree? Do we need a small bunch of 4WD Hot Rods to entertain? What happened to the spirit of family four wheel driving adventure? It might be a good idea for the 4WD Association to form a steering committee of experienced people to assist clubs staging individual events from Jamboree to Jamboree.

It might also be a good idea to encourage non club members, like the ocean of private 4WD owners outside the movement, to participate in the activities, who might well be interested in joining the fun and spark a rush for new memberships tags.

More importantly, key members of the 4WD Association should make an attempt to travel abroad and study 4WD Jamborees in other countries like the highly successful Jeep Jamboree USA for instance, which happens to be the largest 4WD Jamboree in the world, covering no less than 29 States of the USA.

Like I said, you'll never know if you don't try, chances are you might learn something new.